

AMENDMENT(S) TO THE SPECIFICATION

Please amend the title of the application as follows:

COOLING ARRANGEMENT AND A METHOD FOR COOLING A VEHICLE ENGINE
RETARDER

Please add a paragraph beginning at page 1, line 4:

CROSS REFERENCE TO RELATED APPLICATION

The present application is a 35 U.S.C. §§ 371 national phase conversion of PCT/SE2004/000352, filed 10 March 2004, which claims priority of Swedish Application No. 0300923-0, filed 28 March 2003. The PCT International Application was published in the English language.

Please replace the paragraph beginning at page 2, line 7, with the following rewritten paragraph:

The reason for thus having a further coolant circuit (or possibly two or more further coolant circuits) is that it needs to be at a lower temperature level than the engine cooling circuit. The engine cooling circuit may typically be at about 80-85°C for good heat transfer around the fluid-cooled cylinder liners and cylinder heads and for ensuring that the engine temperature does not become too high. The further coolant circuit is set at a significantly lower nominal temperature level, about ~~10K~~ 10°C above ambient temperature.

Please replace the paragraph beginning at page 2, line 15, with the following rewritten paragraph:

As well as meeting the requirements indicated above with regard to greater cooling of vehicle engines, engine and truck manufacturers are also ~~endeavouring~~ endeavoring to improve the performance of retarders, which in practice means having to improve the cooling performance of retarders.

Please replace the paragraph beginning at page 3, line 10, with the following rewritten paragraph:

In particular, further valve means may be arranged to disconnect the further cooler from the further coolant circuit upon activation of the retarder and to connect the further cooler to the further coolant circuit upon deactivation of the retarder ~~(48)~~.